

WOMEN GAMBLE AT SARATOGA.

St. Louis Traction Magazine Establishes a Monte Carlo Precedent at Canfield's.

FAIR GUESTS REJOICE.

In Private Room, After a Feast, the Lady and the Tiger Join Hands in a Very Delightful Frolic.

SARATOGA, Aug. 24.—The Spa has a new sensation. Women have gambled at Canfield's.

Charlie Reed, the Nestor of the Springs, who has not missed a season here since the famous ante-bellum days, gasped with astonishment when he learned to-day the particulars of the private dinner party of last evening at the Saratoga Club, which wound up in one of the private playing rooms with a section of Mr. Canfield's bank roll and his most importunate faro dealer at the disposal of the fair guests.

Saratoga knows no precedent to this exhibition of jeweled fingers "copping" the deuce and "laying" on the colors in a public gambling resort, and opinion is decidedly mixed as to the advisability of attempting the "wide openness" of Monte Carlo at an American Spa.

But the philosophic onlooker says it is all a logical sequence of the mad whirl of Saratoga's merriest season.

St. Louis Man Is "It." A St. Louis traction magnate is credited by veracious gossip as the diplomat who broke down the barriers of use and wont at Mr. Canfield's Saratoga Club. He is the envy and despair of the men to-day and the darling of the women, who believe that there should be no law of segregating custom for the sexes.

As the story goes, the St. Louis man and he has a name of national reputation—a large and distinguished party at dinner at the Saratoga Club. He has no hint of the evening's finale to the guests who dined and supped while the click of the roulette ball came from the busy gambling-room within earshot.

Only when coffee and cigars were reached did he spring his surprise by leading his guests to one of the private rooms, where a complete fare layout and a roulette wheel caused the eyes of his fair guests to bulge with delighted surprise.

The Lady Likes the Tiger. He anticipated any trepidation on the part of his fair guests at the prospect of a bout with the tiger, who was disappointed, for all and singularly threw themselves with zest into the novelty of the experience.

One of the guests, whose name is always included "among those present" at the exclusive function of Saratoga's Four Hundred, built up a crescent of red chips around her place at the roulette wheel.

"Pato was a different proposition. But the group about the layout gave a cheer when she won a \$500 chip. The hero of the night, next to the most, was a New York girl who coolly bet \$2,500 on the turn of a card to recoup what he had lost in the last five years. A fair friend to win a spring bonnet by "copping" her rival's wagers.

Evening Has Been Set. The evening was voted a huge success, and that means, of course, that the pace has been set and all private dinners at the Saratoga Club hereafter must give a little to the private game.

Heretofore the furthest that feminine society has been to the club has been to dine at Canfield's, where the light of the gaming room, John W. Gates, before his departure, had a slight of which the tables were so arranged that his feminine guests were afforded a glimpse of the play within what is best denominated as the counting room of the Saratoga Club.

TRIED TO BRIBE POLICEMAN. Boy Crap Player Offered \$1 for His Liberty. "What!" exclaimed Magistrate Brann, in Essex Market to-day, to fourteen-year-old Max Mate, of No. 35 Orchard street, "you wanted to bribe a policeman. You ought to know that you couldn't do that under the reform administration."

—I didn't mean anything wrong," replied the prisoner. "I did do anything wrong and I offered the policeman a dollar to let me go."

Patrolman Langdon, of Madison street station, arrested Mate for playing craps at Jefferson and Henry streets.

"You wanted to get off too cheap," said the Court to the prisoner. "I will fine you \$3 for playing craps."

Mate could not pay and was taken to the Juvenile Asylum, where he will be kept for three days.

ACTED LIKE THE REAL THING. Lawrence Donahue Impersonated a Policeman and Collected Tribute.

Charged with impersonating an officer by two members of the City Club, Lawrence Donahue was held in \$1,000 bail for examination by Magistrate Higgins in the Centre Street Court.

William S. Hine, insurance broker, No. 67 William street, and Renick D. Barnes, No. 27 Edgewood avenue, both of the City Club, saw Donahue approaching fruit vendors, huckster men and other sidewalk merchants along Broadway and after a short conversation with them the man was given money.

Hine asked Julius Greenfield, a fruit vendor, of No. 60 George street, what the man wanted and was told that he was a detective and that he was collecting. Hine and Barnes called on a Broadway peddler, and Donahue, who was taken to court, had been making collections for a week or more.

United States Internal Revenue receipts, customs duties and war revenue taxes are comprehensively presented in the World Almanac.

S. P. GIVES ROSY FACTS.

Big Future for Road Predicted in Statement of Affairs for Five Years.

RECEIPTS \$90,000,000.

Net Assets, \$55,000,000; Sinking Fund, \$17,000,000; Cash on Hand, \$7,000,000, and \$12,000,000 Paid for Improvements.

THE J. P. Taylor & Co., the Stock Exchange firm of No. 30 Broad street, where James R. Keene makes his headquarters, made public to-day a pamphlet showing the condition and prospects of the Southern Pacific Railroad. The pamphlet is a quarto of seventy-six pages, handsomely printed and filled with data, the compilation of which is an official and authentic history of the big system for five years, its expenditures, resources, earnings and possibilities.

Prepared originally to demonstrate the advisability and need of a big bond issue to enable the road to make economies in refunding obligations and to put the system thoroughly up to date, its appearance is timely.

Bonds Soon Ready. Just as it was being completed, the Board of Directors of the Southern Pacific voted to issue \$100,000,000 in bonds, and soon the first instalment of \$25,000,000 will be ready for investors.

Concerning the pamphlet and its exhaustive exposition of the Southern Pacific Railroad, Taylor & Co. say: "This is an analysis of the financial condition of the Southern Pacific Company for the past five years."

"Experts sent by us over the entire system report the physical condition as good."

"A proof that this is so is the fact that while the business over the Southern Pacific system per mile of road has been greater by 30 per cent. than any of its transcontinental rivals—the Atchafalpa, Union Pacific, Great Northern and Northern Pacific—for the last five years, the amount spent by the Southern Pacific for maintaining the right way and equipment per mile of road during that period has been more than 30 per cent. greater."

The gross receipts for the past two years have amounted to over \$90,000,000 and in this connection, while the company's territory—the Southwest States—has been the last to be developed, it is now conceded to promise the greatest ratio of increase in wealth and population for many years to come. The method of financing the Southern Pacific has been so ultra-conservative that, while it has never in its history failed to earn sufficient to pay for a very high standard of operation and maintenance, and to meet its fixed charges, besides putting into the property for improvements and additions an average of \$1,000,000 in the last five years, it has never yet declared a dividend.

"The company in its last balance sheet shows a net asset of \$55,000,000 and makes no account of 17,000,000 acres of land it owns, and has \$17,000,000 in sinking funds, \$7,000,000 in cash, and out of its earnings during the current year spent \$12,000,000 in improvements."

"When we consider that \$12,000,000 is 4 per cent. interest on \$300,000,000, we can see that the reason for the stockholders being deprived of dividends is, by proper financing, the company could bond its improvements and pay dividends."

"The Southern Pacific is to the West what the Erie is to the East—an almost inconceivably rich and powerful corporation."

The pamphlet also shows that the Southern Pacific owns 9,441 miles of railroad and 16,188 miles of water routes on the Atlantic and Pacific oceans.

Its transportation operations extend from New York to New Orleans by water from New York to San Francisco and Portland by rail, and from San Francisco to China by water.

Maps and descriptions of all the subsidiary corporations are compiled with much attention to detail.

NO LET-UP ON TRUSTS. President Up.

ST. PAUL, Aug. 23.—The Trans-Mississippi Commercial Congress, despite the action of its Resolutions Committee in ignoring the trust question, insisted on declaring itself emphatically on the most important question of the day.

The point of the discussion was more whether the proposition would be general, or whether it was to be applied to the congress than on the merits of the case.

Resolutions were finally adopted declaring the trust system a menace to our institutions and urging the President to use all the power vested in his office to the end that the growing power and influence of the trusts may be destroyed.

SHIPPING NEWS. ALMANAC FOR TO-DAY.

THE TIDE. High water. Low water.

PORT OF NEW YORK. ARRIVED.

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